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The Daily Press.

HONGKONG, SEPTEMBER 21st, 1906.

THE TYPHOON of the 18th inst. was described in the Weather Report issued by the Hongkong Observatory as a "small" typhoon of local origin. The experts have ways of measuring those things which laymen cannot be expected to grasp; it is sufficient for ordinary men to measure by results. It was really the results that were said to have been unexampled during the period since 1874; and certainly the results, which have taken two days and many thousands of words to catalogue, are not publicly regarded as small. The officials have exposed themselves to the suspicion that they belittled the cyclone because it happened not to have been foretold. The only "small" thing about it was its vortex or centre, if it be true that the actual centre passed over Hongkong; for this spot in a typhoon is calm, and there was no perceptible fall while the whirlwind was travelling through the harbour. Writing for the general public, who are not expected to be thoroughly acquainted with technical terminology of such matters, it is permissible perhaps to refer to points that are too elementary for weather experts. For instance, we heard of a local discussion in which the point was seriously debated, whether the alleged typhoon was not really a cyclone. These, as many readers know, are names for one and the same thing. A typhoon is a vast whirl of winds which have joined forces and circle round a central space of calm. This peaceful storm centre is relatively much smaller in area than the area affected by the hurricane

ring. Thus a typhoon has two distinct movements, rotary, or cyclonic, and what is called its movement of translation, generally in these parts, from the eastward to the westward. Some hurricanes appear to have only this straightforward progress, and many people confine the use of that name to strong gales. The derivation of our local name "typhoon" is not certain; but Hearn has stated his conviction that it comes from *hai-fang*, *hai* being a word from Formosa, at one time signifying a strong, veering wind. *Fang* is an old Chinese word meaning wind. It is even possible that the phrase may be Japanese, *hai* equalling *dai*, very strong, in conjunction with the word *feng*. We prefer to think the name of local origin, although there are philologists who have found a Greek derivation for it. It would be too trite to say that by any other name it would be equally terrifying; and it will be more to the purpose to consider the origin of the thing itself, rather than of its names. It will be obvious to many minds that one half or semicircle should have different effects to its fellow. The right half of the whirling, travelling storm blows with its course of translation; the left half may be said to blow back upon its own course. If this were so the right half would presumably be the more dangerous, as here would be encountered two distinct movements co-operating as to direction. But here it is necessary to mention that the experts in whom we put such confidence are at variance. Like doctors, they disagree, and it follows that some of them must be hopelessly in error. There are several distinct hypotheses as to the cause of typhoons, all defended with some heat, and all containing puzzling elements. They may be studied in the excellent work published by the Rev. Jose Alvarez, Director of the Philippine Weather Bureau. Electricity and the rotation of the earth are both called in as explanatory factors. In the face of such a conflict of expert opinions, we had better turn to the question of where they are formed. Here, in view of the Hongkong Observatory's announcement, it is important to note that though there are typhoons which originate in the China Sea, they are very few. Generally they come to us from eastward of the Philippines, "in the square roughly included within meridians 125 deg. and 145 deg. East of Greenwich and the parallels 10 deg. and 25 deg. North." If any originate beyond that, they never come so far westward as to reach the China coast.

Father Alvarez, speaking from personal investigation over a very long period, says "we know for certain that there are no typhoons experienced in China, Tonkin, or in Cochinchina, which have not previously exerted their influence over the Philippine Archipelago, not even those which are accidentally formed in the China Sea." This appears to knock the bottom out of the Hongkong Observatory's announcement that the typhoon of the 18th inst. was originated locally and without any warning.

The Kowloon Cricket Club Concert has had again to be postponed.

The French Mail of the 21st August was delivered in London on the 19th inst.

As the plague season may now be safely considered at an end, the authorities have quoted the total number of deaths, namely, 383.

Notes by our London correspondent, on "Home and China Affairs", after being crowded out of two successive issues, to-day appear on page 5.

We understand the French Government is establishing a vice consulate at Swatow next month. Monsieur P. Point will be in charge, with the rank of Vice Consul.

Capt. S. M. Castle, 1st Batt. the Sherwood Foresters, has been placed on duty with the draft of the Middlesex Regt. which is being prepared by the 4th Battalion, Londonderry, to join the 3rd Battalion at Hongkong.

The following telegram was received from the Secretary to the Government of India, Home Department, yesterday: "Your wire dated 18th September, Venice Sanitary Convention Regulations withdrawn at Madras."

The Board of Trade has awarded a binocular glass to Mr. H. Buntzen, light-keeper, in charge of the Imperial Maritime Customs Light-house at Braker Point, China, in recognition of his services to the shipwrecked crew of the British steamship Chu Kong, of Hongkong, which foundered off Swatow on April 28, 1906.

A good augury that the shipping at Valparaiso has not suffered from the effects of the earthquake is contained in an advice which states that three German steamers in the harbour—the Uarda, Salatis, and Thuringia—have not been touched. It would appear that the Customs-house is also in fair order, since the newer part of the town "El Almendral" has principally been damaged.

The town clerk of a certain American village between Pittsfield and Williamstown, says *Motoring Illustrated*, combines business with his official capacity. A notice-board at the beginning of the town reads: Automobiles must not go faster than eight miles per hour—J. Olcott, Town Clerk. Get your gasoline from J. Olcott.

It is stated that Mr. William Hill has resigned his post as managing editor of the *Tribune* because of the difference of opinion between him and the proprietor on the internal policy of the paper. Mr. S. J. Pryor, the *Tribune's* new editor, was formerly on the *Daily Express* and the *Evening Standard*. At the time of the Boer War Mr. Pryor superintended the *Daily Mail's* news service at Cape Town.

A meeting of the Right Half No. 2 Company, H.K.V.C. was held yesterday in the City Hall under the presidency of Captain Armstrong. It was decided to provide two cups to be shot for during the ensuing year, both to be subscribed for by the half company, one for inter-company competition. A committee for the year was constituted as follows: Lieut. Northcote, Company Sergeant Major Andrew, Sergeant Blood and Darby, Corporal Wright, Bomb. Hall and Gunner Jackson.

Mr. Cosmo Gordon Paterson, who died of angina pectoris on August 14, was in many respects a remarkable man. He was educated at Wellington for the Army, but eventually entered his father's firm of Paterson, Simons, and Co., of Singapore and London. This firm, founded about 50 years ago by the late Mr. William Paterson and Mr. Henry Mindein Simons, has acquired and maintained during that period a leading position in Eastern commerce. Mr. Cosmo Paterson (who died in his 46th year) was a man of unflinching common sense and clear judgment and with these qualities he combined tenderness of heart and generosity.

The Army Council notify that the names of recipients of the Distinguished Service Order, or of an Order of Knighthood who have ceased to hold any military rank are only retained in the Army Lists conditionally on reports of existence being forwarded to the Secretary of the War Office on January 1 and July 1 of each year. All who have not complied with this regulation should at once send such a report, and should in future furnish similar reports on the dates above specified. These reports are necessary in order that the lists of recipients of Orders may be kept as accurate as possible. Colonial and Indian papers are requested to copy this notification.

The *Singapore Free Press* of Sat. 13th says:—The War Office Commission to enquire into the future strength and status of the Royal Engineers and Royal Artillery at this fortress, arrived by the "Terrible" yesterday morning. It is presided over by Major General Sir J. F. Owen, Inspector General of Fortifications, and beyond the mere statement of its functions given above, there is of course no indication of the line the Commission is to take. It may result in changes of very considerable importance to the Colony and to Singapore in the strength and constitution of the garrison, and consequently in the amount of the Military Contribution paid.

The new Norddeutscher Lloyd Imperial mail steamer *Prinz Ludwig* left Southampton at noon on Aug. 21st for China and Japan. The *Prinz Ludwig* was launched in April last from the yard of the Vulcan Shipbuilding and Engineering Company of Stettin. Her principal dimensions are:—Length, 502ft. 6in.; breadth, 35ft.; depth, 28ft.; her registered tonnage is 10,000 tons. She carries 100 first-class, 160 second-class and 80 third-class passengers. The first-class accommodation is on the promenade and boat decks. There are a large number of cabins for single passengers, and also two suites, comprising sitting room, bed room, and bath room. One of the special features is the large gymnasium on the boat deck.

After a fair trial, the magistrates of Glasgow have, it is reported, come to the conclusion that the closing of all public-houses in the city on holidays is a mistake. The by-law enforcing the closing was passed under powers conferred by the Licensing Act of 1903, and had reference to New Year's Day and the spring and autumn holidays. New Year's Day is observed generally throughout Scotland, and public-houses are closed in most if not all towns. The spring and autumn holidays, however, are not general, and when on these occasions the Glasgow public-houses were shut, an invasion of neighbouring towns took place, and scandalous scenes resulted. Recently the county and local borough authorities approached the magistrates with the request that they should consider their neighbours. The magistrates took time to come to a decision, but ultimately by a majority it was agreed that on the spring and autumn holidays the public-houses should be open from noon till six o'clock. The by-law, as amended, will come into force on the autumn holiday next month.

INTERPORT CRICKET.

THE TEAM FOR SHANGHAI.
The Cricket Eleven to visit Shanghai was selected on Wednesday night. It is said to be as follows:—

R. Haecock, W. C. D. Turner, T. E. Pearce, H. Ar. hur, H. W. Woodward, H. Smith, R. E. O. Bird, C. H. Mackay, W. H. Powell, Walter Dixon and H. E. Stanger-Leathes. Messrs. A. R. Lowe, G. Grimble and T. C. Gray will also accompany the team.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

ADMINISTRATION OF CHINESE CUSTOMS.

LONDON, September 20th.
The China Association has decided to make further strong representations to the Government on the administration of the customs.

THE THREATENED TSAR.

LONDON, September 20th.
A plot to assassinate the Tsar has been discovered.

THE SHANGHAI SENSATION.

HYNDMAN ON TRIAL.

SHANGHAI, September 20th.
The trial of Peter Sidney Hyndman, who is charged with murdering Harry Smith, opened to-day. Unprecedented interest was taken in the case. The court was filled to overflowing, while there were many people outside the windows.

The prosecution is not yet finished. Witnesses were closely cross-examined concerning the possibility of Smith being armed and giving provocation. Mrs. Rose's evidence regarding the struggle is inconclusive.

[REUTERS' SERVICE.]

THE UNITED STATES AND CUBA.

LONDON, September 18th.
There are now enough American ships in Cuban waters to land 5,000 in case of emergency.

THE RISING IN NIGERIA.

LONDON, September 18th.
In connection with the recent rising in Nigeria, nine natives have been sentenced to death and forty-one, including the King of Owa, to various terms of imprisonment, for complicity in the rising.

THE CUBAN INSURRECTION.

LONDON, September 18th.
News from Cuba is meagre, but President Palma's advisers appear to be making desperate efforts to come to an understanding with the insurgents before the arrival of Mr. Taft and Mr. Bacon. The rebel leaders however are not inclined to accept the Government's proposals.

THE SLEEPING SICKNESS.

LONDON, September 18th.
Three cases of sleeping sickness which occurred at Leopoldville have been cured by injections of strychnine.

H. M. S. "TERRIBLE'S" MISSION.

TO INSPECT OUR DEFENCES.

H. M. S. *Terrible* is not expected to stay at Hongkong more than a week. She left England on July 25th, soon after her return from India, and has been conveying a Commission on a visit to various Far Eastern stations to inspect and report upon the armaments of colonial ports. She visited St. Vincent, Sierra Leone, Accra, St. Helena, Simonstown (South Africa) Mauritius, and Singapore.

The Commission is composed as follows: Major General Sir John Fletcher Owen, K.C.B., R. A., Col. Richard Francis Johnson, C.B., C.M.G., R.A., Major William Thomas Turas, D.S.O., R.A., Lieut. Col. Horatio Norris, Dumbarton, R.E., (who is well known in the Far East, having commanded the Engineers in Hongkong about seven or eight years ago), Major Morris P.A. Hanky, R.M.A., formerly of the Naval Intelligence Department, Capt. G.A. Ballard, and Lieut. F.E. Seymour.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 19th at 5.55 p.m.—Orders issued to hoist the Red Cone point downwards and Drum, (typhoon S.E. of Colony distant more than 30 miles). The Black signal having been broken on the 18th, was not available.
On the 20th at 4.10 a.m.—Order issued to fire the typhoon gun, and to hoist the Black Cone point downwards (typhoon S. of the Colony within 30 miles). At 9.15 a.m. to hoist the Black Cone point downwards and Bell (typhoon S.W. of Colony within 30 miles). The typhoon has moved across the China Sea with unusual rapidity. It continues to move toward W.N.W.

Telegraphic communication between the Observatory and Hongkong continues interrupted.
At the 3 p.m.—Signal lowered.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 20th instant in the Council Chamber at 2.30 p.m.

PRESENT:—

HIS EXCELLENCY THE GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.,
Hon. COLONEL DARLING, R.E. (Officer Commanding the Troops),
Hon. Mr. T. SERREYER SMITH (Colonial Secretary),
Hon. Sir H. S. BERNLEY, K.C. (Attorney-General),
Hon. Mr. A. M. THOMSON (Colonial Treasurer),
Hon. Captain L. A. W. BARNES-LAWRENCE, R.N. (Harbour Master),
Hon. Mr. W. CHATHAM (Director of Public Works),
Hon. Mr. F. J. BARNLEY (Captain-Superintendent of Police),
Hon. Dr. Ho Kai, M.B., C.M., C.M.G.,
Hon. Mr. Wei Yuk,
Hon. Mr. E. A. HEWITT,
Hon. Mr. W. J. GRESSON.

The minutes of the previous meeting were read and confirmed.

HIS EXCELLENCY said—Arising out of the minutes there is a point with regard to which I have been asked to make an explanation to the Council. It may have appeared from the date of the second reading of the Bill to amend the Code of Civil Procedure that the legal profession had not been consulted by His Honour the Chief Justice when drafting the Bill. I know from personal knowledge that they were generally consulted, and I have been given to understand that they concurred generally in the scope and provisions of the Bill.

THE TYPHOON: RELIEF MEASURES AND EXPRESSIONS OF SYMPATHY.

HIS EXCELLENCY said—Gentlemen: Hongkong has just suffered from a catastrophe as calamitous if not more so than any which has previously befallen the Colony. The loss of life and property between the hours of nine and eleven on Tuesday morning are as far as can be at present judged, greater than those incurred in the great typhoon of 1871. None of us are likely to forget the scenes of that morning. First of all we saw, when the typhoon gun was fired about nine o'clock, crowds of helpless shipping drifting to and fro before the wind, then the whole scene was wiped out by the blown sheets of rain, and an hour later, the atmosphere being again clear, we saw the junk and small craft had disappeared and that many of the large ships were aground or in distress. What had happened to the Chinese boats was evidenced by the appalling scenes of desolation along the Praya and the Kowloon shore. I need not, however, dwell on scenes not recent, the losses that were witnessed and are known to all of us. It has been suggested in this Press that much of the loss of life and property would have been avoided if the Observatory had given earlier notice of the approach of the typhoon, and that such earlier notice should have been possible. I see no grounds for believing this possibility, but it is due to the public, and also to the Director of the Observatory that an inquiry should be held into it. I have accordingly asked the Commodore to detail a senior officer of the Royal Navy to preside over a small committee of which I propose that the other members should consist of a master mariner, to be nominated by the Chamber of Commerce, and the manager of the Eastern Extension Telegraph Company, if he will be good enough to serve. A bright feature in the gloomy picture of this great calamity has been many acts of heroism and of duty performed in saving life by civilians, police and sailors. I shall cause an inquiry to be made into those so that they may be duly recorded and recognised. The Harbour Department, which was fortunate in keeping all its vessels, has done, I am sure, the utmost with them, and will continue the work of clearing the harbour of debris as rapidly as possible. The Tung Wa Hospital had its launches out saving lives as long as it could be hoped that there were any left to be saved, and has afforded and is affording shelter to the many Chinese left destitute by the loss of their floating habitations. The Commodore readily met my request to send out all craft that were left to him and were not themselves damaged to pick up any persons that might be found clinging to wreckage outside the harbour. Unfortunately the new typhoon, signalled about six o'clock last night, brought an end to the period during which it could be hoped to save such persons. Two torpedo boat destroyers that were out on this duty last night were, I am glad to say, able to regain the harbour this morning. The Commander of the United States vessel "Callao" volunteered to co-operate with our own Naval Authorities, and his offer was gladly accepted. The Military Authorities kindly let me have 150 men yesterday to clear wreckage which it was thought might cover bodies, and my men, and gallant friend on my right has been good enough to promise me other working parties to clear wharves at present so blocked as to prevent the business of loading and unloading ships proceeding (applause). We have now to consider what steps should be taken to afford relief to the large number of Chinese who have lost their homes and properties. The majority have, unfortunately, also lost their lives, and so are beyond relief. The Chinese charitable institutions are, I understand, looking after the immediate needs of those who are left destitute. But some more permanent assistance is required, and for this I propose that a public subscription should be started. I consulted yesterday morning the directors of the Tung Wa Hospital, the Po Leung Kok and the District Watch Committees in this matter, and they agreed to start at once raising a charitable fund. They agreed also that Dr. Ho Kai, Mr. Wei Yuk, Mr. Fung Wa-chun,

Mr. Lau Chu-pak and Mr. Fung Chi-gong (Chairman of Tung Wa directors) should represent them on a general committee, to which I propose to appoint also Sir Paul Chater, Mr. E. A. Hewitt, Mr. W. J. Gresson, Capt. Barnes-Lawrence, the Registrar-General and Mr. H. E. R. Hunter, if they will kindly consent to serve. I will ask Mr. Hunter to act also as treasurer to the committee and to receive a donation of \$500 from myself and \$100 from the Colonial Secretary. I propose that this Council should vote to the fund a sum equal to that obtained from private subscriptions. As regards further assistance from the Government, I should like the committee to consider whether any scheme by which the Government would lend money on security, but without interest, for the building of native craft which would be helpful to junk-owners and not unduly onerous on the Government could be devised. They must bear in mind that the Government's losses have been heavy, and it would be ineffectual for Government to grant money with one hand and take it away by additional taxation with the other. In many cases of loss of life all that we can give is, from the nature of the case, our sympathy. The Colony will, I am sure, grieve that a French torpedo-boat destroyer should have been lost while enjoying the hospitality of our port, and that this loss should have been accompanied by that of five brave sailors. I took it upon myself to express sympathy to Admiral Richard, the French Commander-in-Chief in the Far East, and have received a telegram in reply saying how deeply this expression had touched the whole French Far Eastern fleet. The Council will forgive me if I now refer for a moment to a personal as well as a public loss. I fear that there are no grounds for hope that we shall ever see again Bishop Hearn. He was a man we all respected, and these among us who knew him well loved him well. I am sure that the Council and the public sympathize deeply with his bereaved wife and children. The Colony in its turn has received sympathy which it will value. Sir Henry Blake has telegraphed from Kandy:—

"I desire to express deep sympathy with the people of Hongkong in the serious calamity repeating the disaster of 1900."

The Governor of Macao has telegraphed:—
"Jo priez votre Excellence vouloir bien accepter l'expression de notre sympathie et sinceres condoléances par la catastrophe a touché Hongkong."

The Secretary of State has telegraphed:—
"Your telegram of 18th September received with great regret. I especially deplore the great loss of life which the storm has caused. I shall be glad to learn further particulars and full details by post of the measures taken for the relief of sufferers. I would wish you to express on behalf of His Majesty's Government their sympathy with the community of Hongkong at this great disaster."

Lord Elgin has also sent the following message, which I shall ask you to receive standing:—

"I am commanded by His Majesty the King to express the deep regret with which His Majesty has learned of the great calamity which has befallen the Colony of Hongkong. His Majesty grieved to read of the immense loss of life among the Chinese population which your telegram reports. I am to convey through you an expression of His Majesty's sympathy with the immediate sufferers and with the whole community."

I propose that the King's message should be placarded in the town in English and Chinese, and I ask you to approve of the following replies which I suggest should be sent in reply to the telegrams I have read to you:—

To Sir Henry Blake I propose to telegraph:—

"The Legislative Council on behalf of the people of Hongkong express their gratitude for your sympathetic message."

To the Governor of Macao I propose to telegraph:—

"La Colonie exprime par le Conseil Legislatif vous remercie cordialement pour votre dépêche si sympathique."

To the Secretary of State I propose to telegraph:—

"Legislative Council of Hongkong express their heartfelt thanks for the sympathy of His Majesty's Government on the disastrous effects of the storm of September 18th. The Council, Chinese Charitable Institutions, European firms and residents will do what is in their power to relieve the distressed."

In reply to His Majesty's message I propose to say:—"Please convey to His Majesty the King this humble expression of the great appreciation of the Colony of Hongkong, represented by its Legislative Council, for His Most Gracious Majesty's sympathy for the catastrophe which has befallen the Colony, and inform His Majesty that his people here respond with feelings of deepest loyalty to his loving care of them in this their distress" (applause).

In conclusion, I would say that I am confident that the Colony will bear the trial that has come to it with that characteristic which was looked upon by the ancient Romans as the highest of virtues, and is certainly an attribute of every great people, including both the British and Chinese—I mean equanimity, or the equal mind. Hongkong has had a set-back, but this will, I feel sure, call forth additional energy and earnestness of purpose, so that it will not be long before it will have retrieved its losses and advanced further than ever towards its great commercial and civilising ends. (applause).

Hon. Dr. Ho Kai—Sir, I am sure members of the Council have listened with great interest to the various messages and telegrams sent to us condoling with us in our calamity, notably the gracious message of His Most Gracious Majesty the King, and also those from the

Secretary of State, the Governor of Macao and Sir Henry Blake. We all deeply deplore the sad catastrophe, and I am sure, as Your Excellency has just mentioned, that the community will bear its losses of life and property with a resolute equanimity. At the same time it is well that those who are not able to help themselves and those who have suffered should have help from those able to afford it, and I am pleased indeed, Sir, that you have already appointed a relief committee which will at once take measures to relieve the suffering. I am sure every member of that committee will work for the sufferers, and anything which the Government can do in the way of assisting will, I am sure, be appreciated by the whole of the Chinese community. Members of the Council must also join with Your Excellency in expressing deepest sympathy with Mrs. Hoare in her great loss. The Bishop was a man very much respected by all who knew him and beloved by all who have been privileged to make his acquaintance or claim his friendship. To all those who have suffered losses, especially losses of relations and friends, we extend our sympathy, and I hope that in a very short time, when the committee gets to work, we shall be able to relieve many in distress.

HON. MR. HENRY BLAKE.—Sir, after the remarks made by the senior official member, very little remains for me to say; but I think, representing the section of the community I have the honor to do in this Chamber, it is only fitting I should refer to some of the points in Your Excellency's remarks. The loss to the Colony is, we all know, unfortunately very great, and the loss of life is terrible, but I feel confident that already the Colony is pulling itself together, and that it will not be long before the whole of the business in the train of progress and that Hongkong will go on as if comparatively speaking there had been no such check. Your Excellency has referred to the question of appointing a commission to deal with the point raised very generally amongst the public as to whether earlier notice might have been given of the approaching storm by the Observatory and consequently a mitigation brought about of the great disaster which has befallen us. Holding the position I have the honor to do, I have made inquiries from certain experts competent to form an opinion, and feel quite confident that the finding of the commission will be that it will exonerate the Director and staff of the Observatory. I trust sincerely that this will be so, and firmly believe that it will. With regard to the relief fund, I am sure Your Excellency's proposal will meet with the most cordial support of the whole community. The committee will no doubt get to work at the earliest possible moment, for we all know that on occasions of this sort there is only one axiom to work upon and that is "Those who give quickly give twice." Your Excellency referred to the possibility of advances being made under certain conditions to former registered owners of cargo boats to enable them to recover themselves. The proposal is a sound one, and will receive the earnest consideration of the committee. It should result in great good to the native shipping population who have suffered so terribly in this disaster. Another point to which I must refer, and I feel justified in doing so, is the sympathetic remarks made by Your Excellency with regard to the loss of Bishop Hoare. I feel confident that I am as well qualified as any one in the Colony to endorse the remarks of Your Excellency and the senior official member. I have had the honor of his friendship for nearly thirty years, and I am sure the community will endorse me when I say that he was an upright and God-fearing man, and that uprightly, sincerely and without favor or favour he carried out the work provided for him by his Master, and in the execution of which he lost his life. We join most sincerely in offering our sympathies to those who live to mourn his loss. It is satisfactory in the trouble in which we find ourselves to find sympathy from outside. The gracious message of His Majesty I am sure will be received by the whole Colony with grateful affection. The messages from the Secretary of State, the Governor of Macao and Sir Henry Blake all express sympathy which we know is thoroughly sincere. I don't think it is necessary for me to add anything more. I am sure we are all deeply indebted to Your Excellency for the prompt manner in which you dealt with the disaster, and the steps you have taken to endeavour to mitigate the misfortunes of those who have suffered by it (applause).

JAPAN'S SYMPATHY.—The following message was received from Viscount Hayashi through Mr. Kumabe, Imperial Japanese Consul, after the Council meeting:—"Convey to Sir Matthew Nathan expression of very sincere and profound sympathy at terrible catastrophe which visited Hongkong."

H.E. the Governor has asked Mr. Kumabe to convey to Viscount Hayashi his sense of thanks for his very kind message of sympathy which will be very much appreciated by the Colony of Hongkong.

LATEST STEAMER MOVEMENTS.—The C.P.R. str. *Torlor* left Vancouver on Monday, the 17th inst., p.m. for Hongkong via the usual ports of call.

The C.P.R. str. *Empress of China* arrived at Shanghai at 11 a.m. on Thursday, the 20th inst., and left again at 8 p.m. same day, for Hongkong, and is due here at 9 a.m. on Sunday, the 23rd inst.

The M.S. str. *Oreanien*, which left here for Shanghai on Monday, the 17th inst., arrived there yesterday, 20th inst., at 9 a.m.

The P.M. str. *China* arrived at San Francisco on the 17th inst.

The Indo-China str. *Siamang*, from Calcutta and the Straits, left Singapore for this port on the 19th inst., at 10 a.m.

THE TYPHOON.

MELANCHOLY SCENES.

RECOVERY OF BODIES.

All the later reports which come to hand serve to emphasise the unparalleled destructiveness of the terrible two hours on Tuesday morning between nine and eleven o'clock. Although the police have only had 650 deaths reported up till yesterday there is no doubt that our early estimate of over a thousand is understated. The officer in charge of Mount Davis Cemetery has been instructed to prepare a thousand graves, while at Mount Caroline cemetery 200 are being prepared, and in other cemeteries similar operations on a large scale are in progress.

The occurrence of the typhoon early yesterday morning did not find the populace in such a condition of unreadiness. The hoisting of the cone made the shipping community take all precautions for safety, while householders took the opportunity to make all outside fastenings secure before retiring for the night. When the wind blew with all the force of a hurricane, sweeping the harbour and the city, it sounded more terrible in the gloom of night, but happily, although it raged till day-break, accompanied by torrential downpours of rain, it did little damage. The gun was fired at 4.10 a.m. At any rate no fresh damage has been reported. The Star Ferry again stopped running, as did also the Peak Tramway, but both services were resumed in the course of the day.

RECOVERING THE DEAD.

One effect of the storm has been to stir up the bodies, and yesterday hundreds were seen floating in the harbour. It was a gruesome sight which was witnessed at several points on the beach, on both sides, when the bodies were pulled to the shore, and the police were occupied with this unpleasant duty during the day, a task which will probably be theirs for some time to come. To add to the difficulties of the authorities, bodies have shown a disinclination to engage in the work of removing the bodies, but those in the employ of the Sanitary Board undertook the duty. In the work of digging graves the same difficulty is met with. Most of the bodies have been removed to the mortuary but the accommodation there will in all likelihood be insufficient so that probably some gossams will have to be requisitioned. It is stated that the Governor has given instructions for the bodies to be photographed for purposes of identification, but in many cases the disfigurement which has taken place will frustrate that object. Cart loads of bodies have been removed from the beach both at East Point and West Point.

The bodies of Captain Mead of the "Kwangchow," and Captain Maxwell of the "Hongkong," have been recovered, as also the body, much disfigured, of a European woman, which is probably that of Mrs. Donaldson. So rapidly is the sea giving up its dead that the ambulances of the Colony are not sufficient to remove the bodies recovered, and the Sanitary dust carts have to be utilised. From all parts of the city waterfront and Kowloon reports are current of the numerous dead bodies to be seen floating in the harbour. At West Point yesterday morning the dead bodies of three Europeans were observed floating past the spot where the wharf of the "San Cheung" used to stand.

HARBOR DESCRIBED.—The harbour presents a comparatively deserted appearance. The wreckage floating on the surface is a serious menace to shipping and the danger is being removed as expeditiously as the harbour authorities can work at the present time.

COMMUNICATION AGAIN INTERRUPTED.—Yesterday's typhoon, while it seemed to have spent itself during the night, was responsible for a dislocation of the means of communication and also for an interruption in some degree of the work of clearing the wreckage and repairing the damage done.

The Star Ferry resumed its service from 4 to 8 o'clock, the dangers in the dark making it advisable not to run beyond that time.

HIGH TIDE.

Spectators were numerous on the Praya. The white crested waves were running high and as there was a high tide in the morning the water was dashing over the walls and over the wharves and piers. The tide was the highest seen for many years.

THE MONTAGUE REELOATED.

The change of wind assisted in the reloating of the *Montague*. She had got into a little deeper water on Wednesday but yesterday morning found her clear of the beach and riding at anchor.

FISHING FLEET EXTINGUISHED.

The fishing fleet, numbering over a hundred vessels, which sought refuge near Dumb Bell Island, has, we hear, been entirely destroyed.

CAPTAIN AUSTIN RECOVERING.

We are pleased to be in a position to refute the persistent story of the death of Captain Austin. This popular commander, whose many sterling qualities have procured him numerous friends since he has been on the Macao run, is fast recovering.

THE WOUNDED.

Mr. Davis, chief officer of the river steamer "Hongkong," and Mr. D. McLean, one of the "Montague's" engineers, both of whom were admitted to hospital in an exhausted condition and badly wounded, are recovering. The master of a rice boat which foundered off Taishan Island in the storm was admitted to the Government Civil Hospital on Wednesday night. While his boat was going to pieces the plucky fellow swam thrice to the Island, on each occasion bearing one of his family safely to land. Then for the fourth time he faced the breakers and was returning with

another of his children when he was washed among some wreckage, the bumping he received causing him to part with the child. She, however, was washed ashore. So also was the father, but not before he was badly mangled.

A RELIEF FUND STARTED.

His Excellency the Governor has taken prompt action for the relief of the sufferers. At noon on Wednesday he summoned the leading members of the Chinese community to Government House, and there it was decided that a relief fund should be started on similar lines to the one promoted by Sir Henry Blake on a previous occasion. His Excellency started the fund with a contribution of \$500, the Colonial Secretary, Hon. Mr. T. S. Sorombe Smith, contributed \$100, and already a sum of \$3,500 has been raised among the Chinese community.

LOOTING.

A Chinaman was convicted of looting on the "Hongkong." His bulging pocket attracted the attention of a detective who found over \$300 in it.

RELIEF COMMITTEE FORMED.

A Relief Committee has been formed at the suggestion of the Governor. The notice inviting co-operation was as under: "I am directed to invite you to serve as a member of the committee to be appointed by His Excellency to raise and administer funds for the relief of the sufferers by the recent typhoon. A list of the members of the Relief Committee is enclosed."

The names are:—
Sir Paul Charles C. M. G. (chairman)
Mr. H. E. K. Hunter (hon. treasurer)
Hon. Captain Barnes Lawrence
Mr. E. A. Hewitt
Mr. W. J. Gresson
The Registrar General
Dr. Ho Kai
Mr. Wei Yuk
Mr. Fung Wa Chun
Mr. Lyn Chi Pak
Mr. Tang Cheong (chairman of the Mr. Tang Wa Hospital)

A meeting of the three bodies, the Po Leung Kok, the Tung Wa, and the Watch Committee, has been held to form a sort of general committee, which will be consulted as to the administration of funds to avoid overlapping in the operations.

TUNG WA HOSPITAL'S AID.

The committee of the Tung Wa hospital has launched scouring the harbour in all directions searching for dead bodies. The hospital has decided to supply coffins free, and to undertake the burial of all bodies of Chinese recovered.

BISHOP HOARE.

The body of His Lordship Bishop Hoare has not yet been recovered, but there can be no further doubt as to his fate. Deepest sympathy is felt for his sorrowing wife and family.

According to *Who's Who* the Right Reverend John Charles Hoare, D.D., Bishop of Victoria, was born at Ramsgate, on 15th Nov. 1851, fourth son of the Rev. R. Hoare, Honorary Canon of Canterbury. He was educated at Tenbridge School, and Trinity College, Cambridge, being a Trinity Scholar, securing the second class classical tripos in 1874. He was curate at Trinity Church, Tenbridge Wells, from 1874, when he was ordained, until the following year. In 1876 he came out to the East, and was appointed Principal of the C. M. S. Training college at Niagpo, China, from 1876 to 1878, in which latter year he was consecrated Bishop of Victoria. His publications comprised several theological books and commentaries in Chinese.

"HONGKONG" AND "KINSHAN." It is stated that the Hongkong, Canton and Macao Steamboat Company have entered into negotiations with the Dock Company for the refloating of the steamer "Hongkong," which vessel is on the rocks off Lantau Island, and "Kinshan" stranded near Castle Peak.

SHIPPING NOTES.

The powerful tug "Robert Cooke" had a busy time yesterday, her services being required to take vessels to dock or to remove them from there into the harbour. The "Capric" will not need to go into dock as was at first stated. The few launches that were available yesterday reaped a rich harvest, the tariff being quoted at \$15 per hour, five times the usual rate.

EUROPEAN VICTIMS.

The Europeans drowned are:—
Bishop Hoare.
Mr. W. F. Donaldson.
Mrs. Donaldson and two children.
Captain Patrick "Albatross."
Chief Engineer Wallace "Albatross."
Captain Mead "Kwongchow."
Chief Engineer Morgan "Kwongchow."
Captain Maxwell "Hongkong."
Chief Engineer J. Williamson "Hongkong."
Three officers and two men of French top-deck boat "Fronde."

SHIPPING CASUALTIES.

The following is as far as is known a complete list of the steamers and sailing ships which sustained damage in the harbour and the immediate vicinity, the names being given in alphabetical order.

SUN.

ALBATROSS, small steamer, plying between Hongkong and Mira Bay, foundered near Ninipins. Capt. Patrick, Mr. Wallace (chief engineer), and about 150 passengers drowned.

APENNALE, German steamer, 696 tons, foundered off Stonecutters. Jobson & Co. agents.

FUKAI-MARU, Japanese steamer, partially sunk on Tuesday, foundered yesterday off Wan-chai.

HONGKONG, river steamer on Canton run, Capt. Maxwell, Mr. J. Williamson (chief mate), many of the crew and passengers drowned. Chinese owners.

KONGKAI, sunk off Yamat. River steamer, 485 tons, laid up and used as a houseboat by Mr. W. F. Donaldson and family who perished. Wills & Jack, owners.

KWONGCHOW, steel twin screw river steamer on Canton run. Foundered off Kowloon. Captain Mead, officers and crew drowned. Shui On, owner.

PERSEVERANCE, river steamer on Macao run, foundered near Cheung Chau. Chinese owners.

SAN CHEUNG, river steamer on Canton run, foundered alongside her wharf. Chinese owners.

SORNGAN, American steamer 438 tons. Foundered alongside Kowloon docks. Inabausti & Co., Manila, owners.

ASHORE.

CANTERLAND, small American steamer, ashore at Samshui-po.

CHANGSHA, near Kowloon docks, British steamer 1,463 tons. China Navigation Co., owners. Butterfield & Swire, agents.

CHIKAI-MARU, ashore at Kellet Island. Japanese owners.

CHUNG KONG, small river steamer, ashore at Samshui-po. Chinese owners.

EMMA LUYKEN, German steamer, 1,159 tons. Consigned to Chinese.

FATSHUN, ashore Hungfong Bay. Steel twin-screw steamer on Canton run, 1425 tons net. Hongkong Canton and Macao Steamboat Co. owners.

FRANCISQUE, French destroyer, 360 tons, totally wrecked near V.R.C. at Kowloon.

FRONDM, French destroyer, 350 tons, ashore near V.R.C. at Kowloon.

KREMANIA, German steamer ashore at Samshui-po.

KHONGSHAN, ashore at San-chau. Steel screw river steamer, 1955 tons. on Macao run, Hongkong Canton and Macao Steamboat Co. owners.

JOHANNKE, ashore in Kowloon Bay. German steamer 952 tons. Jobson and Co. agents.

KINSHAN, ashore near Castle Peak. Steel screw river steamer, 1995 tons. Hongkong, Canton and Macao Steamboat Co. owners.

KONGKONG river steamer.

MONTAGUE, ashore Kowloon. C.P.R. steamer 2440 tons. Sines refloated.

PAK HING, ashore at Kowloon. River steamer owned by Chinese.

PETRARCH, ashore at Kowloon. German steamer, 1,684 tons.

PHENIX, ashore near V.R.C., Kowloon Bay. British ship, 1,950 tons displacement.

ROSAIRE (H. S. D.) old steamer brought from the Philippines to be broken up.

SEXTA, lost one anchor and went ashore at Hungfong Point; apparently not much damaged. German steamer, 992 tons net register; built at Labock 1906. Siemens & Co. agents.

SIGNAL, ashore in Hungfong Bay. German steamer, 900 tons. Jobson & Co. agents.

SUN ON, ashore Hungfong Bay. River steamer. Chinese owners.

S.T. HITCHCOCK, American sailing ship, 2,013 tons. Ashore and badly damaged at Kowloon. Arnold, Karberg & Co. agent.

TAK HING, ashore off Samshui-po. River steamer lately employed on West River.

VERONA, ashore at Stonecutters. Refloated yesterday. German steamer, 3036 tons. Carlowsitz and Co. agents.

WINGCHAI, ashore at Stonecutters, total wreck. Wooden river steamer employed on the Macao run. San Wang Co. owners.

DAMAGED.

COPTIC, O. & O. Mail steamer, 2,744 tons, collided with s.s. Petrarch.

CHIP SHING, Indo-China steamer, 1,190 tons, fouled the "Loong Sang" and "Haiman" and damaged her port side.

CHARLES HARDOUIN, French river steamer, was driven against three steamers in succession and received considerable damage.

DEVAWONGSE, German steamer, 1,262 tons; in collision with s.s. "Tijlwoong." Damaged apparently slight. N.D.I. agents.

FOOKSANO, Indo-China steamer, 1,987 tons, sustained damage to her propeller.

J. P. CHATMAN, American sailing ship, 2,013 tons, lost her royal main-mast.

KUTSANG, Indo-China steamer, 3,110 tons; sustained damage to her stern through being fouled by the s.s. "Charles Hardouin."

JOONGSING, Indo-China steamer, 1,092 tons. Slightly damaged.

MOONHEN, British river gunboat.

ROBIN, British gunboat.

POLYNEX, French Mail steamer, was fouled by the "Pachan" but not seriously damaged.

PRINZ WALDEMAR, German steamer 1,739 tons, Australian liner, went ashore at Yamat but got off again. One of her propellers was damaged.

POONA, P. & O. steamer, 4,778 tons, injuries slight, received through other craft bumping against her as she remained secured at the Kowloon Wharf.

QUINTA, German steamer, 985 tons net register; was badly damaged by the s.s. "Strathmore," which drifted on to her. Siemens & Co. agents.

RADEKSHIRE, British steamer, 1,820 tons. Bows damaged in collision with s.s. "Monteagle" steamer, Tonnes & Co. agents.

SOLLBERG, German steamer 782 tons net register; built at Lubeck 1896. "Petrarch" collided with her; dragged her moorings and damaged some of her bow plates. Actual damage not yet ascertained. Siemens Co. agents.

STRATHMORE, British steamer 2,295 tons, badly damaged in collision with the "Quinta." Dodwell & Co. agents.

SADO-MARU, N.Y.K. steamer; encountered the typhoon outside the harbour and lost a jolly boat and some of her deck fittings.

SHUN LEE, river steamer, badly damaged by battling against the Praya wall.

TAKU, British destroyer.

TIELWONG, China-Java-Japan line steamer, 3,061 tons damaged on port side in collision with the "Devaswongse" and the "Emma Layken."

Besides the above a very large number of harbour launches and a large proportion of the pleasure yachts owned by European residents met with disaster.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00

" 4 CARTRIDGE " (25-15-0d.) \$60.00

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

THE TOAST OF THE EVENING OR AT ANY OTHER TIME SHOULD

BE DRUNK ONLY IN

MOET & CHANDON'S "DRY IMPERIAL."

PER CASE 12 BOTTLES \$55.00

" 24 " \$57.00

As Supplied to Royal Households, Embassies, Leading Clubs, and Hotels throughout the World.

SOLE AGENTS

H. PRICE & CO.

TELEPHONE No. 135.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

SUPREME COURT.

Thursday, September 20th.

IN CRIMINAL JURISDICTION

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE)

ROBBERY.

Fan Ming was charged with robbery with violence at Chek Chun village in the New Territory.

The Attorney-General, Sir H. S. Berkeley, instructed by Mr. G. E. Morrell (of the Crown Solicitor's office) prosecuted, prisoner, who pleaded not guilty, being undefended.

The same jury sat as in the previous case.

The Attorney-General, in laying before the Court the facts of the case, stated that on the night of July 13th when the prosecution was in her house she heard a knock at the door and a voice said: "We are Government officers and come here to search for opium. Open the door." When the woman refused, the men

threatened to force an entrance and carry her off to jail. This threat caused the woman to open the door and six or seven men entered, the defendant being one of them.

They went into her bedroom, and proceeded to ransack it, whereupon she said: "You have not come to search for opium; you have come to rob." Prisoner silenced her by a blow on the head after which he burnt her face with a torch. The men remained about half-an-hour, and when they departed took with them about \$140, a gold French coin, two gold rings, six pearls, 144 feet of grass cloth and other articles.

After hearing the evidence the jury found the prisoner guilty, and his Lordship sentenced him to seven years' imprisonment.

JAPANESE SHIPPING TRUST.

OUR COMPETITORS FEEL THE PINCH.

Shipping men will be interested to know that the preliminary arrangements for the formation of a new Japanese steamship company by members of the Steamship Owners' Association are making steady progress. According to the *Yokohama Specie Bank*, over a hundred steamers, of an aggregate tonnage of 250,000, have already been included in the new company's list. It is proposed to put half the total number of ships under the company's control on regular services, 20 per cent. to be kept in reserve, and the remaining 20 per cent. to be available for charter to Chinese merchants and others.

The regular services proposed to be established are from Kobe to Java, Changking, India, Australia, Tientsin, and Peru; between Kyushu and Manila, Changking and Canton, Hongkong and Java, Cebu and Vladivostok, and 26 other lines. The steamers held in reserve are to be dispatched to any port where business is wanted. The estimate of profit for this concern has been based upon the present unsatisfactory conditions in the shipping world, and is therefore considered reliable, as the shipping business is likely to improve.

The final result of these preliminary inquiries and the above-mentioned arrangements are shortly to be submitted to a joint meeting of leading members of the Shipowners' Association in Tokyo and Osaka.

The *Jiji Shingwa* has an article in which it advocates the advisability of an amalgamation among the small ship-owners. Japan's mercantile fleet, the total tonnage of which was 650,000 before the war, has now increased to a million at a bound. Amongst the shipping people a celebration to mark this progress of the maritime trade of the country is mooted, similar to the 3,000 mile railway commemoration recently celebrated. It is true that the Tokyo Journal, that the tonnage of Japanese merchant ships has almost been doubled during the war, either by building, purchase, or capture, and this is no doubt a remarkable expansion. This progress of shipping, however, cannot be viewed in the same light as that of the railway. The fact is that whereas the further progress of the latter is assured, it is open to doubt whether Japan will be able to maintain the present tonnage of her mercantile marine.

The sudden increase of ships has resulted in a great falling-off in freight, and ship-owners, with the exception of such companies as the Nippon Yusen Kaisha, Toyo Kisen Kaisha, and the Osaka Suisen Kaisha, which are liberally subsidised by the Government, are suffering severely from the effect. It is quite possible that the lesser the competition grows the greater will be the decline in freight. And, to make matters worse, the *Jiji* points out, the neighbouring waters have begun to be invaded by foreign vessels. The East Asia Steamship Co. of Russia, for instance, under the liberal support of the Government, has opened a regular line, with Vladivostok as a base, to various ports of Japan, Korea, and China, while according to late intelligence, the Pacific Mail Steamship Co., of America, proposes to establish a regular trade route between Vladivostok and Shanghai via Tsuruga and Nagasaki. Even at the present time very keen competition is going on between the N.Y.K.

THE ROBINSON PIANO CO. LTD.

BUILD

THE MOST SERVICEABLE

PIANOS

FOR THIS CLIMATE.

THEY ARE

SOLIDLY CONSTRUCTED

AND ALL PARTS THOROUGHLY

SEASONED AT THE FACTORY

HERE.

PRICES FROM \$300

CASH OR CREDIT.

HIRE FROM \$10 PER MONTH.

Hongkong, 22nd August, 1906. [116]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Coler: A.B.C., 4th Bd. 1st.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS
WANTED IMMEDIATELY.

DOCTOR FOR EMIGRANT SHIP.
Apply—
BUTTERFIELD & SWIRE.
Hongkong, 20th September, 1906. [1763]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING
of the above Society will be held in the
CITY HALL, on FRIDAY, 28th inst., at
5.30 P.M.

W. ARMSTRONG,
Hon. Secretary.
Hongkong, 21st September, 1906. [1760]

THE PEAK CLUB.

NOTICE.

THE COMMITTEE of the PEAK CLUB
have decided to postpone the BAND
PERFORMANCE which had been arranged
for Saturday, the 22nd inst. A Notification
will be sent later to the Members as to the
date on which it will take place.

C. G. PRITCHARD, Major,
Hon. Sec., Peak Club.
Hongkong, 21st September, 1906. [1761]

HONGKONG CLUB.

NOTICE.

THE TENTH DRAWING of SIXTY-
FIVE PRIZES of the HONGKONG
KONG CLUB (S.S. Club), was held in the
HONGKONG CLUB HOUSE, on THURSDAY,
the 20th inst., when the following DEBEN-
TURES were DRAWN for Redemption.

64	528	773	1059	1589
97	516	784	1102	1682
110	562	807	1111	1701
149	634	879	1126	1702
255	636	923	1257	1807
308	644	947	1263	1879
344	661	948	1264	1885
363	687	967	1265	1893
442	689	974	1303	1901
446	704	1013	1430	1945
470	708	1014	1457	1951
488	712	1037	1544	1983
497	726	1055	1554	1989

and will be payable at the HONGKONG AND
SHANGHAI BANKING CORPORATION on
SATURDAY, the 23rd day of September, 1906,
in exchange for surrender of same.
By Order.

A. O. GOURDIN,
Acting Secretary.
Hongkong, 21st September, 1906. [1762]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the
above Ports on TUESDAY, the 25th inst., at
3 P.M.

For Freight, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 20th September, 1906. [1759]

THE

FULL ACCOUNT

OF

THE TYPHOON

WILL APPEAR IN THE

HONGKONG WEEKLY

PRESS

Ready Early TO-MORROW MORNING

(SATURDAY) in time for the English Mail.

Order early. Price 30 cents each, Cash.

WANTED.

IMMEDIATELY, a First-Class Godown.

JEBSEN & Co.
Hongkong, 20th September, 1906. [1752]

CHEAP CLEARANCE SALE

OF DRAPERY, &c.

DART LOONG'S

51 and 53, WELLINGTON ST.

FOR ONE MONTH ONLY.

FROM 15th SEPTEMBER.

TO MAKE ROOM FOR NEW GOODS.

Hongkong, 17th September, 1906. [1734]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic Feet of Cold
Storage available at EAST-POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [147]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ELLEY'S SCHULTZ'S, AMBERITE
AND KYNOK'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 288G. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong, 29th November, 1902. [893]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG

for Demand Drafts on London on the day of or
preceding the Departure of the English Mails
also Table of Yearly Approximate Averages

FOR 31 YEARS.

FROM

1874 to 1904.

Price 32 Cash. On Sale at the "DAILY
PRESS" OFFICE, or Local Booksellers.

INTIMATIONS

HONGKONG CIVIL SERVICE
CRICKET CLUB.

ANNUAL GENERAL MEETING.

THE ANNUAL GENERAL MEETING
of the Club will be held at the Club
Pavilion, Happy Valley, TO-DAY (FRI-
DAY), 21st September, 1906, at 5.45 P.M.,
for the purpose of receiving the Report of
the Committee, passing the Accounts and
electing new Officers and Committee.

L. E. BRETT,
Hon. Secretary.
Hongkong, 18th September, 1906. [1759]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING
of the MEMBERS of the above Club
will be held in the Pavilion on WEDNESDAY,
the 26th inst., at 5.30 P.M.

By Order of the Committee.

A. R. LOWE,
Secretary and Treasurer.
Hongkong, 19th September, 1906. [1745]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE ORDINARY ANNUAL GENERAL
MEETING of SHAREHOLDERS in the
above Company will be held at the Com-
pany's Office, on SATURDAY, the 23rd
September, at Noon, for the purpose of
receiving the Report of the General Managers,
together with a Statement of Accounts to 30th
June, 1906.

The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd to 29th
September, both days inclusive.

DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 18th September, 1906. [1749]

THE PUBLIC HEALTH & BUILDINGS
ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION
has been appointed to enquire into and
report on the following matters, viz.:

1. Whether the administration of the
Sanitary and Building Regulations
enacted by the Public Health and Build-
ings Ordinance, 1903, as now carried out
is satisfactory, and if not, what improve-
ments can be made.

2. Whether any irregularity or corruption
exists or has existed among the Officials
charged with the administration of the
aforesaid Regulations.

The Commission earnestly invite the
Inhabitants of Hongkong and Kowloon to
co-operate with them by forwarding any
complaint they may have to make or sugges-
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AUCTIONS

NOTICE.

THE SALE of SUNDRY NAVAL, VICTUAL-
LING, OBSOLETE AND CONDEMNED
STORES will take place on TUESDAY and
WEDNESDAY the 25th and 26th September,
1906, commencing each day at 10 A.M. sharp,
instead of as previously advertised.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 20th September, 1906. [1755]

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,
On WEDNESDAY,
the 26th September, 1906, at 11 A.M., at his
SALES ROOMS, Duddell Street,
THE WHOLE of THE
STOCK in TRADE, FURNITURE and
FIXTURES, and the GOODWILL of
Messrs. GREGOR & Co. (Wine and Spirit
Merchants).

The Stock comprising:—
225 CASES CLARET, 50 CASES CHAM-
PAGNE, 50 CASES WHITE WINES, 55
CASES ASSORTED LIQUEURS, 55
CASES SHERRY, 45 CASES BRANDY,
40 CASES HOCK, 50 CASES BURGUNDY,
25 CASES GIN, 30 CASES SAUTERNE,
25 CASES WHISKY, 15 CASES BEER,
27 CASES VEINMOUTH, 16 CASES RUM,
etc., etc., etc.

For further Particulars, apply to the
undersigned.

TERMS:—As Customary.

GEO. P. LAMMERT,
Auctioneer.
Hongkong, 20th September, 1906. [1756]

INSURANCES

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
Current Rates.

REUTEL, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. [311]

THE GLOBUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August, 1906. [1585]

L'UNION DE PARIS FIRE INSURANCE
COMPANY, LIMITED

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to accept Risks against Fire at current
rates.

SIEMSEN & CO.
Hongkong, 1st January, 1904. [29]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1905
217,857,118.

I. AUTHORIZED CAPITAL.....23,000,000
SUBSCRIBED

SHIPPING

ARRIVALS.
JOSUN MARU, Japanese str., 702, H. Ohta, 19th Sept.—Tamao, Amoy and Swatow 18th Sept., General.—Ozaka Shosen Kaisha.
KAIKYO, British str., 986, E. Phinlayson, 19th Sept.—Manila 14th Sept., Sugar.
Butterfield & Swire.
DEVANHA, British str., 755, Thos. H. Hilde, 20th Sept.—Yokohama and Shanghai 17th Sept., Mails and General.—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
Sept. 20th.
Choyang, British str., for Shanghai.
Suda Maru, Japanese str., for London.

DEPARTURES.

Sept. 20th.
DELHI, British str., for Shanghai.
KAWASHI, Chinese str., for Shanghai.
NANSHANG, British str., for Shanghai.

VESSELS IN DOCK.

Sept. 20th.
AGERSDEN DOCK.—*Tokoro*, Express of Japan, Hae, Seifu, Sanyo, Wadachi, Yaguchi, Houshou, Kogorui, Ch. Hardwin, Sull, neg, U.M.S. Mough, Strathmore.
COMMERCIAL DOCK.—*Rodan*, Express.

VESSELS ON THE BERTH

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & FOCHOOW.

THE Company's Steamship

"HAIHUN."
Captain A. J. Robert, will be despatched for the above ports TO-DAY, the 21st inst., at 3 p.m., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS, LAURIE & Co.,
General Managers.

Hongkong, 20th September, 1906. [1748]

BROCKLEBANK LINE TO THE

FAIR EAST.

STEAM TO SINGAPORE AND

CALCUTTA.

THE British Steamship

"PINDARI."
Captain Tomlinson, will be despatched for the above ports TO-DAY, the 21st inst., P.M.

For Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 17th September, 1906. [1735]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA."
Captain T. H. Hilde, R.N.R., carrying H.M. Majesty's mails, will be despatched from this port on SATURDAY, the 22nd September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Chong*, 7,912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Andra*, due in London on 1st November. The contents of Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and values of all packages are required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 19th September, 1906. [1]



AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM FOR

PIUMI AND TRIESTE (DIRECT),
calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN, SUEZ,
and PORT SAID.

(Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship

"SILESIA."
Captain Stabbe, will be despatched as above on THURSDAY, the 27th inst.

This steamer has special accommodation for
passengers, electric light and carries a doctor.

For information as to Passage and Freight
apply to
SANDER, WIELER & Co.,
Agents.

Princes Buildings,
Hongkong, 5th September, 1906. [13]

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIOU, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."
Captain St. John George, will be despatched for the above ports on SATURDAY, 29th inst., at Noon.

This well-known steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.

This steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th September, 1906. [1680]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

Sections.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	1 m.	T. H. Hilde, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, AMSTERDAM & ANTWERP.	CYCLOPS	Brit. str.	1 m.	W. H. Hicky	BUTTERFIELD & SWIRE	On 25th inst.
MARSEILLES, LONDON & ANTWERP, &c.	SCOTIA	Brit. str.	1 m.	A. H. Hicky	P. & O. S. N. Co.	About 27th inst.
MARSEILLES, &c. via PORTS OF CALL.	SALAZAR	Port. str.	1 m.	Grosch	MESSAGERIES MARITIMES	On 2nd Oct., at 1 p.m.
BRREMEN, via PORTS OF CALL.	PRINZ HEINRICH	Ger. str.	1 m.	Kintuck	MELCHERS & CO.	On 26th inst., at Noon.
HAVRE, ROTTERDAM & LIVERPOOL.	KINTUCK	Brit. str.	1 m.	Peter	BUTTERFIELD & SWIRE	On 30th inst.
HAVRE, ANTWERP & HAMBURG.	SENEGAMBIA	Ger. str.	k. w.	Kausel	HAMBURG-AMERIKA LINE	On 16th Oct.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	SUEVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 16th Nov.
HAVRE & HAMBURG via STRAITS, &c.	BRIGAVIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINE	On 16th Oct.
COPENHAGEN, SCANDINAVIAN, &c., Baltic Ports	STHONIA	Dan. str.	1 m.	Filler	MELCHERS & CO.	Quick despatch.
NAPLES, HAVRE & HAMBURG	TASCHERAE	Ger. str.	k. w.	Stable	HAMBURG-AMERIKA LINE	On 2nd Nov.
TRIESTE, &c. via SINGAPORE, &c.	SILBIA	Aust. str.	k. w.	Kier	HAMBURG-AMERIKA LINE	On 25th inst.
PIUMI & TRIEST	LIBERIA	Ger. str.	k. w.	Stable	MELCHERS & CO.	Quick despatch.
NEW YORK via PORTS & SUEZ CANAL.	KITAI	Russ. str.	1 m.	Donwell & Co., Ltd.	DOUGLAS & CO., LTD.	About 9th Oct.
NEW YORK via PORTS & SUEZ CANAL.	EMERALD	Am. str.	1 m.	Shewan, Tomes & Co.	DOUGLAS & CO., LTD.	About 10th Oct.
VANCOUVER via SHANGHAI JAPAN, &c.	SOUTH AMERICA	Am. str.	2 m.	Shewan, Tomes & Co.	CANADIAN PACIFIC R. Co.	On 27th inst., at 4 p.m.
VANCOUVER via SHANGHAI JAPAN, &c.	EMERALD OF JAPAN	Brit. str.	1 m.	Shewan, Tomes & Co.	CANADIAN PACIFIC R. Co.	On 3rd Oct., at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN.	MONTEAGLE	Brit. str.	1 m.	F. G. Farrington	BUTTERFIELD & SWIRE	On 25th inst.
SALINA CRUZ, CALLAO & IQUIQUE via JAPAN PORTS	PERIADIES	Brit. str.	1 m.	St. John George	DOUGLAS & CO., LTD.	To-day.
AUSTRALIAN PORTS via MANILA	KARATO MARU	Jap. str.	1 m.	St. John George	TOYO KISEN KAISHA	Quick despatch.
AUSTRALIAN PORTS via MANILA	AUSTRALIAN	Brit. str.	1 m.	St. John George	GIBB, LIVINGSTON & CO.	On 29th inst., at Noon.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	St. John George	BUTTERFIELD & SWIRE	Quick despatch.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	1 m.	Schipper	MELCHERS & CO.	On 16th Oct., at Noon.
NAGASAKI & VLADIVOSTOCK	DAPHNE	Ger. str.	1 m.	Schipper	BUTTERFIELD & SWIRE	Beginning of Oct.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	CHINGTU	Brit. str.	1 m.	Jurriane	MELCHERS & CO.	To-morrow.
JAPAN via SHANGHAI	SIAM	Dut. str.	1 m.	Jurriane	MELCHERS & CO.	About 10th Oct.
TIENSIN via SWATOW & CHEFOO	TIENSIN	Brit. str.	1 m.	H. Harder	JARDINE, MATHESON & CO.	Quick despatch.
TIENSIN	LIANGCHOW	Brit. str.	1 m.	C. Stcher	BUTTERFIELD & SWIRE	On 2nd inst., Daylight.
SHANGHAI & CHINKIANG	KOWLOON	Ger. str.	1 m.	A. E. Sandhu	JARDINE, MATHESON & CO.	Quick despatch.
SHANGHAI via SWATOW	CHONGSHANG	Brit. str.	1 m.	F. W. Northcote	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	SHAOHANG	Brit. str.	1 m.	Jardine, Matheson & Co.	BUTTERFIELD & SWIRE	On 24th inst., at 4 p.m.
SHANGHAI	KWONGSANG	Brit. str.	1 m.	Jardine, Matheson & Co.	MELCHERS & CO.	On 25th inst.
SHANGHAI	PEINZ LUDWIG	Ger. str.	1 m.	Devick	BUTTERFIELD & SWIRE	On 27th inst.
SHANGHAI	KIURANG	Brit. str.	1 m.	J. H. Brown	BUTTERFIELD & SWIRE	On 29th inst.
SHANGHAI	YOKOHAMA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINE	On 29th inst.
SHANGHAI	HABSBURG	Ger. str.	k. w.	H. Ohta	HAMBURG-AMERIKA LINE	On 30th inst.
SHANGHAI	JOHN MARU	Jap. str.	2 h.	A. J. Robert	OSAKA SHOSHEN KAISHA	On 3rd inst., at 10 A.M.
SHANGHAI	HAIMON	Brit. str.	2 h.	A. G. Smith	JARDINE, MATHESON & CO.	To-day, at 3 p.m.
SHANGHAI	LOONGSANG	Brit. str.	1 m.	R. Almond	SHEWAN, TOMES & CO.	To-morrow, at Noon.
SHANGHAI	RUBI	Brit. str.	1 m.	Sommerfeld	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI	TEAN	Brit. str.	1 m.	R. Koller	SHEWAN, TOMES & CO.	On 29th inst., at Noon.
SHANGHAI	ZAFIRO	Brit. str.	1 m.	R. Houghton	JARDINE, MATHESON & CO.	To-day, at Noon.
SHANGHAI	MAUSANG	Brit. str.	1 m.	Tomlinson	JARDINE, MATHESON & CO.	To-morrow, at 3 p.m.
SINGAPORE & CALCUTTA	PINDARI	Brit. str.	1 m.	J. G. Spence	JARDINE, MATHESON & CO.	On 25th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	LIANGCHOW	Brit. str.	1 m.	Bradley	JARDINE, MATHESON & CO.	On 27th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	1 m.			

HAMBURG-AMERIKA LINE. HOME LINE-OUTWARD.

DESTINATION	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	BRISGAVIA	25th Sept.
SHANGHAI, KOBE & YOKOHAMA	HABSBURG	29th Sept.
SHANGHAI, KOBE & YOKOHAMA	SEGOVIA	Beginning of Oct.
SHANGHAI, KOBE & YOKOHAMA	SITHONIA	25th Oct.
SHANGHAI, KOBE & YOKOHAMA	C. FEELD, LAEISZ	13th Nov.
SHANGHAI, KOBE & YOKOHAMA	ANDALUSIA	27th Nov.
SHANGHAI, KOBE & YOKOHAMA	AMERICA	27th Nov.

HOME LINE-HOMEWARD.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GENEVA, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also in Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

DESTINATION	STEAMERS	TO SAIL
HAVRE, ANTWERP & HAMBURG	SENEGAMBIA	On 10th Oct.
HAVRE, BREMEN & HAMBURG	SUEVIA	On 16th Oct.
HAVRE, BREMEN & HAMBURG	HABSBURG	On 2nd Nov.
HAVRE, BREMEN & HAMBURG	BRIGAVIA	On 16th Nov.
HAVRE, BREMEN & HAMBURG	STHONIA	On 30th Nov.
HAVRE, BREMEN & HAMBURG	LIBERIA	On 25th Sept.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amply lighted throughout by electricity. Duly qualified doctor and stewardess on board. Laundry on board.

COAST SERVICE.

STEAMERS	DESTINATION	TO SAIL
DAPHNE	NAGASAKI & VLADIVOSTOCK	Beginning of Oct.
LYDIA	SHANGHAI & CHINKIANG	To Follow.
	SHANGHAI & CHINKIANG	Freight & Passengers.
	SHANGHAI & CHINKIANG	Freight & Passengers.

* Taking Cargo at Through Rates to Tientsin, Kaitum and CHEMULPO.

For Freight and Passage, apply to
HAMBURG-AMERIKA LINE,
For Steamers of the Coast Service Marked * to
SIEMSEN & CO. HONGKONG OFFICE.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
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RUBI..... 2540 R. Almond..... Manila..... On 22nd Sept., Noon.

ZAFIRO..... 2540 R. Redger..... Manila..... On 25th Sept., Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 27th September, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "SOUTH AMERICA" About 10th October.

For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS

Hongkong, 9th August, 1906. [19]

EAST ASIATIC CO., LTD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD. ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
YOKOHAMA, KOBE, MOJI and VLADIVOSTOCK	"SIAM"	On or about 10th Oct.
ODESSA	"KITAI"	On or about 15th Sept.
COPENHAGEN, SCANDINAVIAN, GERMAN, RUSSIAN & BALTIC PORTS	"TRANQUEBAR"	18/20th Sept.
Do.	"NICOBAR"	Middle of Oct.

For Further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 13th September, 1906. [1357]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
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† PLEIADES..... 3,753 F. G. Farrington..... On 21st September.

† LYRA..... 4,417 G. V. Williams..... On 29th September.

SHAWMUT..... 9,606 E. V. Roberts..... On 24th October.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

Queens Buildings,
Hongkong, 4th August, 1906. [7]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
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SANDAKAN "MAUSANG" Friday, 21st Sept., Noon.

SHANGHAI via SWATOW "CHOYSANG" Friday, 21st Sept., 4 p.m.

MANILA "LOONGSANG" Friday, 21st Sept., 4 p.m.

SINGAPORE, PENANG & CALCUTTA "POOKSANG" Saturday, 22nd Sept., 3 p.m.

TIENSIN via SWATOW & CHEFOO "CHIPSHING" Saturday, 23rd Sept., daylight.

SHANGHAI "KWONGSANG" Monday, 24th Sept., 4 p.m.

SINGAPORE, PENANG & CALCUTTA "KUTSANG" Thursday, 27th Sept., 3 p.m.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

† Taking Cargo on Through Bills of Lading to Kaitum, Labad, Datun, Simporia, Tawno, Usukun, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 19th September, 1906. [18]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship

"SALAZAR."

Captain Allard, will be despatched for MARSEILLES on TUESDAY, the 2nd October, at 1 p.m.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailing will be as follows:

POST OFFICE NOTICES.

Mails will close subject to modification as follows:

FOR	PER	DATE
Hongkong and Shanghai	Hue	Friday, 21st, 9.00 A.M.
Manila, Cebu, Yokohama, Victoria, and Tacoma	Pleides	Friday, 21st, 11.00 A.M.
Swatow, Amoy, and Fuzhou	Hainan	Friday, 21st, 2.00 P.M.
Swatow, Amoy, and Fuzhou	Chongchong	Friday, 21st, 3.00 P.M.
Singapore and Colombo	Scandinavia	Friday, 21st, 3.00 P.M.
Manila, Cebu, Yokohama, Victoria, and Tacoma	Longkong	Saturday, 22nd, 9.00 A.M.
Hongkong and Shanghai	Hongkong	Saturday, 22nd, 9.00 A.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU, AND SAN FRANCISCO.
(Supplementary mail on board up to the time fixed for departure of the mail.)
Extra Postage 10 cents.

Manila, Cebu, Yokohama, Victoria, and Tacoma.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail.)
Extra Postage 10 cents.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The Parcel mail will be closed to-morrow the 21st inst. at 5 p.m.

Singapore, Penang, and Calcutta.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

EUROPE, &c., INDIA VIA TATTOONIAN.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Singapore, Penang, and Calcutta.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU, AND SAN FRANCISCO.
(Supplementary mail on board up to the time fixed for departure of the mail.)
Extra Postage 10 cents.

Shanghai, Cebu, Yokohama, Victoria, and Tacoma.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

EUROPE, &c., INDIA VIA TATTOONIAN.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver.

TO-DAY.

Annual General Meeting of the H.K.C.S. Cricket Club, Club Pavilion, 5.45 p.m.

TO-MORROW.

Al Fresco Concert, Kowloon Cricket Club Enclosure, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	Sept. 20th.
Telegraphic Transfer	22 1/2
Bank Bills, on demand	22 1/2
Credit, at 4 months' sight	22 1/2
Bank Bills, at 4 months' sight	22 1/2
Credit, at 4 months' sight	22 1/2
Documentary Bills, 4 months' sight	22 1/2
ON PARIS.	Sept. 20th.
Bank Bills, on demand	27 1/2
Credit, at 4 months' sight	28 1/2
ON GERMANY.	Sept. 20th.
Bank Bills, on demand	22 1/2
Credit, at 4 months' sight	22 1/2
Bank Bills, at 4 months' sight	22 1/2
Credit, at 4 months' sight	22 1/2
ON BOULOGNE.	Sept. 20th.
Telegraphic Transfer	164
Bank, on demand	164
ON CALCUTTA.	Sept. 20th.
Telegraphic Transfer	164
Bank, on demand	164
ON SHANGHAI.	Sept. 20th.
Bank, at sight	73
Private, 30 days' sight	73
ON YOKOHAMA.	Sept. 20th.
On demand	107 1/2
ON MANILA.	Sept. 20th.
On demand	61 p.m.
ON SINGAPORE.	Sept. 20th.
On demand	135 1/2
ON BATAVIA.	Sept. 20th.
On demand	135 1/2
ON HONGKONG.	Sept. 20th.
On demand	135 1/2
ON RANGOON.	Sept. 20th.
On demand	61
Sovereigns, Bank's Buying Rate	\$39.00
GOLD LEAF, 100 fine, per tael	\$47.50
SILVER, per oz.	\$31 1/2

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.K.K. str. *Hongkong Maru* sailed from Yokohama via Kobe, Nagasaki, and Manila on the 18th inst., and is due to arrive at this port on the 24th inst.

THE GERMAN MAIL.
The I.G.M. str. *Prinz Ludwig* left Colombo on Friday, the 14th inst., p.m., and may be expected here on or about Monday, the 24th inst., p.m.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of China* arrived at Shanghai at 11 a.m. on Thursday, the 20th inst., and left again at 9 a.m. on Sunday, the 23rd inst., and is due here at 9 a.m. on Sunday, the 24th inst.

THE N.Y.K. str. *Sasakawa Maru* (European Line) left Singapore for this port on the 14th Sept., and was expected here on the 20th inst.

JOINT STOCK SHARES.

Hongkong, September 20th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$120, buyers
Bank—		
Hongkong & Shanghai	\$125	\$800, sales
National B. of China	20	\$37
Dolls. Asbestos & F.A.	125	6d. \$7.
China-Bureau Co.	\$12	\$104, sellers
China Light & P. Co.	\$10	\$102, sellers
China Provident	\$10	\$85, sales
Cotton Mills—		
Kowloon	\$15	\$17, buyers
Hongkong	\$10	\$12, buyers
Laou King Mow	\$10	\$12, buyers
Soyabean	\$10	\$12, buyers
Dairy Farm	\$6	\$17, buyers
Docks and Wharves—		
H. & W. Wharf & G.	\$50	\$110, sellers
H. & W. Dock	\$50	\$150, sales & buy.
New Amoy Dock	\$50	\$115, sellers
Shanghai Dock and	\$100	\$120, buyers
Shanghai & H. Wharf	\$100	\$120, buyers
Green Island Cement	\$10	\$22, sellers
Hongkong & C. Gas	\$10	\$170, buyers
Hongkong Electric	\$10	\$143, sales
H. L. Tramways	\$100	\$215, buyers
Hongkong Hotel Co.	\$50	\$115
Hongkong Ice Co.	\$25	\$25, sellers
Hongkong Rope Co.	\$10	\$25, sellers
Hongkong Waterboat	\$10	\$7 1/2
Insurance—		
China Fire	\$50	\$32 1/2, sellers
China Traders	\$25	\$93, sellers
Hongkong Fire	\$50	\$32 1/2, sellers
North China	\$25	\$114, buyers
Union	\$100	\$78 1/2, sellers
Yongtze	\$50	\$172, sellers
Land and Building—		
Hongkong Land	\$100	\$110, sellers
Hongkong Estate	\$10	\$114, sales
Kowloon Land & B.	\$50	\$39
West Point Building	\$50	\$10, sales
Mining—		
Charbonnages	£250	\$450, nominal
Rubis	18/10	\$81, sellers
Philippine Co.	\$10	\$5.
Refineries—		
China Sugar	\$100	\$138
Luzon Sugar	\$100	\$22, sellers
Steamship Companies—		
China and Manila	\$25	\$24, sellers
Douglas Steamship	\$50	\$47, sellers
H. Canton & M.	\$10	\$27, sellers
Indo-China S.N. Co.	\$10	\$27, buyers
Shell Transport Co.	\$10	\$22, sellers
Star Ferry	\$5	\$20, buyers
Do, New	\$5	\$20, buyers
Shanghai & H. Dyeing	\$50	\$100, nominal
South China M. Post.	\$25	\$22, buyers
Steam Laundry Co.	\$5	\$5.
Campbell, M. & Co.	\$10	\$32
Powell & Co., Wm.	\$10	\$14, sellers
Watson & Co., S.S.	\$10	\$12.
United Asbestos	\$4	\$8, buyers
Do, Founders	\$10	\$10.

VERNON & SMYTH.

HONGKONG TIDE TABLE.

From September 21st to 27th, 1906.

To correct Zone Time add 23 min. and 1 sec.

Hour	Mean Time	Height	Mean Time	Height
High Water	Mean Time	Height	Mean Time	Height
Low Water	Mean Time	Height	Mean Time	Height
High Water	Mean Time	Height	Mean Time	Height
Low Water	Mean Time	Height	Mean Time	Height

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 20th.

Barometer	Thermometer	Wind	Weather
29.75	78.0	SE	SE
29.75	78.0	SE	SE
29.75	78.0	SE	SE
29.75	78.0	SE	SE

Highest open air Temperature on 19th, 80.

Lowest open air Temperature on 19th, 78.

STEAMERS PASSED THE CANAL.

Aug 3rd—Kintoch, 10th—Cambridge, Teo-ka, 14th—Kombor, Sanyo, 17th—Arya-nan, 23rd—Merioel, 24th—Mien Richman, 31st—Mendava, 1st—Ningchou, 2nd—Glenora, 3rd—Nordkap, 4th—Glenora, 5th—Nordkap, 6th—Glenora, 7th—Nordkap, 8th—Glenora, 9th—Nordkap, 10th—Glenora, 11th—Nordkap, 12th—Glenora, 13th—Nordkap, 14th—Glenora, 15th—Nordkap, 16th—Glenora, 17th—Nordkap, 18th—Glenora, 19th—Nordkap, 20th—Glenora, 21st—Nordkap, 22nd—Glenora, 23rd—Nordkap, 24th—Glenora, 25th—Nordkap, 26th—Glenora, 27th—Nordkap, 28th—Glenora, 29th—Nordkap, 30th—Glenora, 31st—Nordkap, 1st—Glenora, 2nd—Nordkap, 3rd—Glenora, 4th—Nordkap, 5th—Glenora, 6th—Nordkap, 7th—Glenora, 8th—Nordkap, 9th—Glenora, 10th—Nordkap, 11th—Glenora, 12th—Nordkap, 13th—Glenora, 14th—Nordkap, 15th—Glenora, 16th—Nordkap, 17th—Glenora, 18th—Nordkap, 19th—Glenora, 20th—Nordkap, 21st—Glenora, 22nd—Nordkap, 23rd—Glenora, 24th—Nordkap, 25th—Glenora, 26th—Nordkap, 27th—Glenora, 28th—Nordkap, 29th—Glenora, 30th—Nordkap, 31st—Glenora, 1st—Nordkap, 2nd—Glenora, 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